

Aruba Esso News

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Brown is Named Marine Manager

The promotion of J. H. Brown III to the position of Marine manager was announced Sept. 1 by General Manager W. A. Murray.

Mr. Brown joined Lago on April 13, 1955, as division head of Agency Operations in the Marine Department. Two years later, April 1, 1957, he was promoted to assistant to the Marine manager. He served as acting Marine manager from March 1 until his promotion.

A 1944 graduate of the U. S. Merchant Marine Academy, Mr. Brown served as a deck officer with various shipping companies before joining Standard Oil Co. (N.J.) on the seagoing payroll Jan. 15, 1947. On Jan. 1, 1950, he transferred to Esso Shipping where, after serving as third, second and first officer, he passed his examination for Ship Master.

Mr. Brown also worked as a ship operator ashore for two years and completed a one-year training assignment in cost and finance during his employment with Esso Shipping.

G. Ritchie, T. Quinn Retiring on Oct. 1

The careers of two Lago employees will end later this month as George F. Ritchie, shift supervisor-Agency Operations in the Marine Department; and Thomas A. Quinn, zone foreman-Craft in the General Services Department, enter the realm of retirement.

Between them the two men have a total of 57 1/2 years with the company. Mr. Ritchie joined Lago in



T. Quinn

G. Ritchie

May, 1937 and Mr. Quinn became a Lago employee in August, 1932.

Assigned to the Marine Department during his entire Lago career, Mr. Ritchie started as an operator 2-cl. and after various assignments was promoted to signal tower operator in July, 1951. He subsequently was named service supervisor in December, 1952 and shift supervisor in January of this year. He served with the British Mexican Petroleum Co. from 1924 until 1929 when he joined the Esso Transportation Co. Mr. Ritchie is leaving Aruba on Sept. 25 on furlough and retirement.

Mr. Quinn joined Lago in 1932 as a pumper helper 4-cl. in Process-L. O.F. He was promoted to operator in December, 1940. In March, 1948 he transferred to the General Services Department and became supervisor of the Esso Service Station. He was promoted to supervisor-Maintenance & Service in December, 1955 and became zone foreman in December, 1956.

Before coming to Lago, Mr. Quinn was employed by the Pan-American Petroleum Co. (Seagoing) from July 7, 1931, until July 31, 1932. He is leaving Aruba on furlough Sept. 20 and will retire in the near future.



PROUDLY DISPLAYING the two service certificates he was awarded simultaneously for 10 and 20 years of service is Maximiliano Hoeverts, Ice Plant helper "B." Among those also receiving two service certificates each were Epifanio Henriquez, dockman, and Agapito Romero, dockman.

EXHIBIENDO ORGULLOSAMENTE e dos certificadonan di servicio cu el a ricibi simultaneamente pa 10 y 20 anja di servicio ta Maximiliano Hoeverts, Helper "B" na Ice Plant. Tambe recibiendo dos certificado cada uno tabata Epifanio Henriquez, dockman; y Agapito Romero, dockman.

Certificado di 10 y 20 Anja Presentá Simultaneamente

Como resultado di liberalizacion di reglanan di Lago pa credita servicio, tres empleado recientemente a ricibi no uno pero DOS certificado di servicio cada uno pa 10 y 20 anja di servicio.

E tresnan ta Maximiliano Hoeverts, Helper B na Ice Plant; Epifanio Henriquez, dockman, y Agapito Romero, dockman. E ocurrencia unico aki a worde haci posible pasobra cada uno a haya servicio adicional bao e reglanan tocante Servicio Acumulá den e contract nobo di L.F.C.

Sr. Hoeverts a ricibi su boton di 10 anja pa servicio di Juni 11, 1938 te Juni 11, 1948. Su boton di 20 anja a worde duná pa su servicio total hasta la fecha. Sr. Henriquez a bira eligible pa ricibi su boton di 20 anja ariba Sept. 12 di anja pasá. El tambe, na mes tempo a ricibi su certificado di 10 anja.

Bao e cambio di reglanan tocante servicio, Sr. Romero tabata un empleado di 10 anja di servicio ariba April 20, 1957, y recientemente el a

Brown Nombra Gerente di Marine

Promocion di J. H. Brown III pa e posicion di Gerente di Marina a keda anuncia Sept. 1 door di Gerente General W. A. Murray.

Sr. Brown a drenta servicio di Lago na April 13, 1955, como jefe di division di Operacion di Agencia di Departamento di Marina. Dos anja despues, na April 1, 1957, el a haya promocion pa asistente di Gerente di Marina. El a sirbi como Gerente di Marina (interino) for di Maart 1 te e fecha di su promocion.

Siendo un graduado di Academia di Marina Mercantil di Estados Unidos, Sr. Brown a sirbi como un oficial ariba deek cu varios compania di navegacion promer cu el a worde empleá pa Standard Oil Co. (N.J.) ariba payroll di navegacion Jan. 15, 1947. Dia 1 di Januari 1950 el a worde transferi pa Esso Shipping y despues di a sirbi como tercer, segundo y promer oficial el a pasa su examen como capitan.

Concurso di Piscamento Lo Worde Teni Oct. 24, 25, 26

October 24, 25, 26 concurso di tiramento di pisca y piscamento na careda cu boto lo worde teni den awanan di Caribe banda di Bonaire. Dos equipo di tirador di pisca for di Aruba a inscribi pa e torneo di piscamento y lo bai competi pa trofeo. Dos empleado di Lago, Pedro Bislick, di TSD, y Rolando Colina, di Machine Shop, ta miembronan di uno di e grupo di tres.

Schurch, Feldman Get Promotions

Two Lago men have been named to positions of greater responsibility in promotions announced recently by their department heads.

Effective Sept. 1, Donald W.



D. Schurch

R. Feldman

Schurch, TSD-Process, has been named supervising engineer on special assignment; Ronald W. Feldman, Accounting, has been promoted to division head-Systems and Programming.

Mr. Schurch joined Lago as a junior engineer in TSD-Process on Sept. 2, 1948. In September of the following year he was promoted to chemical engineer followed by a promotion to assistant supervising engineer in September, 1955.

Mr. Feldman started with the company on Dec. 28, 1951, as a junior accountant in the Accounting Department. He was named an accountant in December of the following year and senior accountant in September, 1957.

Christmas Tree Deadline Oct. 4

Just a reminder — the deadline for ordering Christmas trees is Oct. 4. Employees may place an order by signing a payroll deduction form at the Community and Lago Retail Commissaries before the deadline. By signing the form, the employee agrees to accept a tree at the prevailing retail price. Cancellation of orders will not be accepted after Nov. 1.

Team official di Estados Unidos, di e seis islanan di Antillas Holandes, Venezuela y otro paisnan rond di caribe ta fihá pa participa den e concurso di tiramento di pisca. E teamnan lo competi pa prijsnan pa cada dia y un trofeo grandi, cual lo worde presentá na e team cu punto mas halto.

Hunto cu e teamnan oficial, otro teamnan di tres persona, member of muher, por participa den e eventonan di tiramento di pisca. Nan por gana prijsnan pa cada dia, pero nan lo no ta eligible pa e trofeo grandi. Dunamento di puntos lo ta basá ariba cantidad, peso y sorto di pisca cu worde tirá.

Dunamento di puntos lo ta mescos pa e concurso di piscamento na careda cu boto den cual cualkier sorto di equipo por worde usá, bara cu rol di pisca, linja of kico cu bo kier. Piscadornan pa sport por trece nan mes boto na Bonaire, cual lo reduci costo di comida y acomodacion, pero botonan por worde gehuur na Bonaire (Continua na pagina 8)

Sport Park Board Elections Scheduled For Oct. 28-29

Five places on the Lago Sport Park Board will be filled in an election to be held Oct. 28-29. Constituents will have a slate of 10 candidates from which to choose the five new board members.

In addition, employees not selected by the nominating committee can have their names placed on the ballot by circulating a petition form for the 100 required signatures.

The nominating committee began work yesterday in selecting the 10 candidates. This selection must be completed by Sept. 19. The period for circulating petitions is Sept. 29 to Oct. 4.

The five who are selected to the Sport Park Board will fill the vacancies of the following members whose terms expire: D. Tromp, A. W. Brokke, J. La Cruz, C. T. O. Nieholas and H. Figueria. Incumbent members of the board who have one more (Continued on page 7)



OFF TO school were these 85 Aruba students who boarded a KLM airliner on Aug. 28 on a special flight to Holland via New York City. The flight was airborne at 10:45 a.m. leaving some 500 parents, relatives and friends of students on the ground below, waving farewell with mixed emotions. The government-chartered plane was scheduled to arrive in Holland on Friday, Aug. 29, at 1:45 p.m.

EN VIAJE pa school ta e 85 estudiantenan di Aruba cu a hai ahordo di avion KLM Aug. 28 cu un vuelo special pa Holanda via Ciudad Nueva York. E vuelo a cuminsa 10:45 a.m. largando algun 500 mayornan, familia y amigonan di e estudiantenan na terra, kendenan tabata wuif nan adios cu hopi emocion. E avion gocharter door di gobierno tabata fihá pa yega Holanda Diabiernes, Aug. 29, pa 1:45 p.m.

ARUBA ESSO NEWS

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'Knowing's Not Enough'

Knowing the safe way to use your equipment or memorizing safety rules and safe working practices is just not enough. That's the theme of the safety movie, "Knowing's Not Enough," that is currently being shown throughout the refinery.

Employees who have seen this film recall that members of a sports car racing team knew the safety rules but neglected to do anything about them—the result was a near fatal crash that demolished the car and sent their buddy to the hospital.

These men had failed to heed the "yellow flag" which means "proceed with caution" in motor racing.

This yellow flag has been adopted by the Lago Safety Division along with the slogan, "Knowing's Not Enough," and both are making their appearance in the refinery. The flag is a reminder to all employees to practice the safety rules they have learned; that the final responsibility for working safely rests largely with the employee. Lago has spent great sums of money for safety equipment and safety training over the years but it can't guide an employee through eight hours of work having someone whisper in his ear, "better not do it that way; better wear your safety goggles; watch out for that crane."

It just won't work. If you wish to work safely you must do like sports car drivers—always keep the yellow flag in mind. Let it remind you to approach a job the safe way, to keep constantly alert. Most important, the yellow flag should remind you that it's not what you know about safety—it's what you DO about it that prevents accidents.

'Si Bo Sa No Ta Bastante'

Si bo sabi e modo seguro pa usa bo hermentnan y si bo por recorda bo reglanan di seguridad y practiconan pa traha no ta bastante. Esaki ta e topico di e pelicula di seguridad "Si Bo Sa No Ta Bastante", cual ta worde corrientemente munstrá den henter refinaria.

Empleadonan cu a mira e film aki lo recorda cu miembronan di un team di autonan di careda tabata sabi e reglanan di seguridad, pero a negligisha di haci algo tocante nan—e resultado tabata un accidente casi fatal cu a destrui e auto y a manda nan tercio pa hospital.

E hombernan ey a faya di pone atencion na e "bandera geel" cual ta nifica "trata cu cuidao" den careda di auto.

E bandera geel aki a worde aceptá door di Division di Seguridad di Lago hunto cu e lema "Si Bo Sa No Ta Bastante", y tur dos ta worde exhibi den refinaria. E bandera ta un aviso na tur empleadonan pa practica e reglanan di seguridad cu nan a sinja; cu e ultimo responsabilidad pa traha cu seguridad ta keda en major parti cu e empleado. Lago a gasta sumanan grandi di placa pa equipo di seguridad y training di seguridad durante anjanan, pero el no por guia empleadonan durante ocho ora di trabao largando un hende supla den orea: "mehor bo no haci esey di tal manera; mehor bo bisti bo bril di seguridad; pone tino ariba e grua ey."

Esaki ta impracticable. Si bo ta desea di traha cu seguridad bo mester haci manera chauffeurnan di auto di careda—semper corda ariba e bandera geel. Lago el recorda bo pa atende un trabao den un manera seguro y pa keda constantemente alerta. Mas importante ta, cu e bandera geel mester recorda bo cu no ta loke bo sabi tocante seguridad—pero cu ta loke bo HACI lo preveni accidente.

Certificates for 10, 20 Years Simultaneously Go to 3

As a result of Lago's liberalization of service credit rules, three employees recently received not one but TWO service certificates each for 10 and 20 years of service.

The three are Maximiliano Hoeverts, Ice Plant Helper "B"; Epifanio Henriquez, dockman; and Agapito Romero, dockman. The unique occurrence was made possible due to each acquiring additional service under the Accumulated Service rules in the new L.E.C. contract.

Mr. Hoeverts received his 10-year button for service from June, 11, 1938, to June, 11, 1948. His 20-year button was awarded for his total length of service to date. Mr. Henriquez became eligible to receive his 20-year button on Sept. 12 of last year. He, too, received his 10-year certificate simultaneously.

Under the service rule amendment, Mr. Romero became a 20-year employee on April 20, 1957 and recently received both his 10 and 20 year service emblems.

Article XIX of the contract stipulates that the liberalization of service credit rules will apply to all benefits in which service is a factor other than income under the Retirement and Disability Benefit Plans. These liberalizations mean longer vacations, increased layoff allowances and survivor benefits, extended sickness and accident benefits, earlier eligibility for service awards including service watches, service-in-grade increment payments as well as seniority.

An examination of the records indicates that about 600 employees

presently on the payroll have received additional service in varying amounts.



ACCEPTING CONGRATULATIONS from General Manager W. A. Murray is Marie Koopman, one of 19 who participated in Lago's Summer College Student Training Program. She is a junior at Florida Southern College. The students lined up on the lobby steps in the Administration Building, right photo, for their official portrait. Each received a certificate for completing the eight-week course.



A BIG surprise was in store for H. "Sonny" Hoo who was sent off to the University of Texas with a "hang" by his friends in TSD-E.I.G. The Lago Scholarship winner was "presented" with a complete cowboy outfit on Sept. 2 to give him a preview of the Wild West. This was followed by gifts of a suitcase, camera, jewelry and a Parker pen and pencil set.

UN GRAN sorpresa tabata warda H "Sonny" Hoo kende a haya un despedida sorprendente di su amigonan di TSD-EIG dia cu el a hai pa Universidad di Texas. E recipiente di beca di Lago a worde "presenta" un completo vestido di cowboy Sept. 2 pa dune'le un vista primaria di Wild West. Ademas el a haya como regalo un valies, camera, joyeria y un set di pen y potlood Parker.

Bonaire Fishing Tournament To Be Held Oct. 24, 25, 26

International spearfishing and trolling contests will get underway in Caribbean waters off Bonaire on Oct. 24-25-26. Two spearfishing teams from Aruba have entered the fishing tournament and will contend for trophies. Two Lago employees, Pedro Bisslek, TSD, and Rolando Collina, Machine Shop, are members of one of the three-man teams.

Official teams from the United States, the six islands of the Netherlands Antilles, Venezuela and other countries bordering the Caribbean are scheduled to participate in the spearfishing contest. The teams will vie for daily prizes and a grand trophy, which will be presented to the team with the highest score.

Along with the official teams other teams of three persons (men or women) may enter the spearfishing events. They may win daily prizes but they will not be eligible for the grand trophy. Scoring will be based on number, weight and species of fish speared.

Scoring will be the same for the trolling contest in which any kind of equipment may be used, rod and reel, handlines or what have you. Sport

fishermen may bring their own boat to Bonaire, which reduces the cost of board and lodging, but boats may be rented in Bonaire or the Organization Committee will attempt to find places for fishermen on participating boats.

Cost of meals and lodging for the three-day fishing tournament is Fls. 50. Lodging will be either in the Flamingo Beach Club or the government guest house. Fishermen who use their boats as sleeping quarters will pay Fls. 30 for meals only.

Fisherman who want to be assigned to a boat should contact the Netherlands Antilles Tourist Bureau, Kerkstraat Sa Curacao. Those who

(Continued on pagina 3)

F. D. Parris Gets Teagle Grant

A Teagle Foundation scholarship has been awarded to F. D. Parris, confidential administrative employee in the Industrial Relations Department.

Mr. Parris is attending Cornell University in Ithaca, N. Y., where he is majoring in Industrial and Labor Relations. He left for school on Sept. 4.

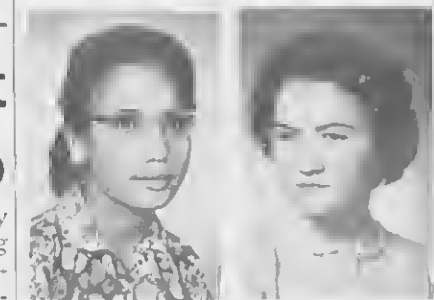
Born and educated in Barbados, B.W.I., Mr. Parris has been employed in Lago's Industrial Relations Department since May 3, 1948. A 1946

graduate of the New Haven Institute in Barbados, he worked for the government before coming to Aruba.

Mr. Parris received the only Teagle scholarship awarded in Aruba this year. The scholarship grant is for one year but is renewable. To his knowledge, Mr. Parris believes he is the first Barbadian ever to receive a grant from the Teagle Foundation.

Four Attending School in Holland

Among the Aruba students on board the special KLM plane bound for the U.S. and Holland were Misses Jean Lejuez, Maria Wathey, Jane Marquez and Yesse L. Busby. All are recipients of grants from the Lago Scholarship Foundation and will study in Holland.



M. Wathey

J. Lejuez



Y. Busby

J. Marquez

Cuatro Ta Atende Schoolnan na Holanda

Entre e estudiantenan di Aruba abordo di e avion special di K.L.M. cu destinacion pa Estados Unidos y Holanda tabata Srtas. Jean Lejuez, Maria Wathey, Jane Marquez y Yesse L. Busby. Tur esakinan tabata recipiente di yudanza pa beca for di Lago Scholarship Foundation y nan lo ba. studia na Holanda

CYI Ta Paga pa Ideanan Grandi

Por ta un poco tempran pa cumenza preocupa tocante e cantidad di dianan di compras cu tin ainda promer cu Pascu, pero no ta mucho tempran pa pone e IDEA GRANDI di CYI den cahia pa haya placa extra den man dia cu Sinterklaas bin na Aruba.

Tin hopi ideanan GRANDI incontabel den refinaria cu lo beneficiá e empleado y compania. Corda cu mas grandi e idea ta mas grand, e suma lo ta y tanto mas lo tin pa regalo extra pa Pascu of pa paga cuenta despues di temporada di Pascu. Tampoco no laga ideanan chikito bai perdi. Tur cos chikito lo yuda.

Manda bo ideanan pa Secretario di CYI, na Departamento di Relaciones Industrial, of deposita nan den cualkier cahia conveniente di CYI.



ACCEPTANDO felicitacion for di Gerente General W. A. Murray ta Marie Koopman, uno di e 19-nan cu a participa den e programa di training di Lago pa Estudiantenan di Colegio. El ta un "Junior" na Florida Southern College. E estudiantenan a para den linja ariba e trapinan den e salon di entrada di Oficina di Administracion, portret banda drechi, pa saka un portret oficial.



THE CONDITIONS of contracts for new grants and renewals for Aruba students studying in Holland or the U.S. were outlined by M. Fisk, chairman of the Board of Administration of the Lago Scholarship Foundation, to 43 students and parents on contract-signing day.

E CONDICIONNAN di contractnan yudanza nobo y renobamento pa beca di estudiantenan di Aruba cu ta studia na Holanda of na Estados Unidos a worde splica pa M. Fisk, presidente di Junta di Administracion di Lago Scholarship Foundation, na 43 estudiante y mayornan ariba e dia cu nan a firma e contract.



Students and Parents Sign Contracts for Lago Grants

There was a beehive of activity in the main conference room of the Administration Building during the afternoon of Aug. 26 as 18 students and their parents or legal guardians signed contracts for grants awarded by the Lago Scholarship Foundation.

The contracts included both new and renewal grants and specified the amount of money granted, to whom, course of study and school. In addition to those present, 21 additional students received grants or renewals in absentia as they were away at school at the time.

The scholarships awarded were financial grants to assist students in obtaining a higher education than is available in the Netherlands Antilles. They may attend accredited schools of their choice either in the U.S. or Holland.

Lago has been awarding scholar-

ship grants for the last two years.

They are available to Staff and Regular employees, their dependent children and children of deceased employees or annuitants. Grants are also available to other qualified island residents.

Pictured on this page are several of the heart-warming scenes that occurred on contract-signing day as father and son, mother and daughter affixed their signatures to the all-important documents.



Estudiantenan y Mayornan Ta Firma Contract pa Beca

Tabatin un actividad manera den un neishi di abeja den e sala di conferencia principal di Oficina di Administracion durante e atardi di Aug. 26 mientras 18 estudiante y nan mayornan of voogd legal a firma contractnan pa yudanza di beca duná door di Lago Scholarship Foundation.

E contractnan tabata inclui tanto yudanza nobo como renobamento di yudanza y nan tabata especifica e suma di placa duná, na kende, e curso di estudio y e school. Fuera di esnan presente, 21 estudiante adicional a ricibi yudanza nobo of renobamento di nan yudanza di beca maske nan no tabata presente, pasobra nan tabata na school na e tempo ey.

E becanan duná tabata yudanza financiero pa asisti estudiantenan pa obtene un educacion mas halto cu actualmente ta disponibel na Antillas Holandes. Nan por atende schoolnan aprobá di nan preferencia na Estados Unidos of na Holanda.

Lago ya ta dunando yudanza pa beca durante e ultimo dos anja. Nan ta disponibel pa empleadonan Staff y Regular, nan yiuunan independiente y yiuunan di empleadonan cu a muri of cu a bai cu pension. E yudanza tambe ta disponibel na otro residentenan cualificá di e isla.

E portretnan ariba e pagina aki ta muntra varios di e escenanan caluroso cu a presenta ariba e dia di firma contract mientras tata y yiu, mama y yiu muher ta pone nan firma ariba e documentonan.



Through Cooperative Efforts

New Fireboat Joins Marine Fleet

Midst the searing heat and billowing clouds of choking-black smoke, Lago firefighters fought valiantly to control the fire that engulfed No. 1 Gasoline Dock on the afternoon of Jan. 13, 1955.

After a three-hour battle, the sky-high flames were finally brought under control. Firemen had managed to confine the holocaust to the immediate area; but the fire, fed by tons of volatile fuels, had managed to raze the dock and seriously damage the SS Hammersborg.

From this half-million guilder fire came the realization that Lago needed a low-built, highly maneuverable fire boat for a quick, efficient approach of fire equipment under the docks. While the turrets on the two tugs are highly efficient for fighting ship-level fires, they cannot blast out burning material under the docks or smother it with foam.

Howard Garig's Idea

The idea to build a special fire boat came from Howard Garig, head of the Floating Equipment Division of the Marine Department. Realizing the prohibitive cost of a new fire boat, Mr. Garig decided to build one out of salvageable materials and let the plans develop as actual construction progressed.

"The entire effort to build No. 9 fire boat brought out the best in cooperation between Lago departments," he said. "Although men in the Marine Department put it all together, it was Mechanical employees who rebuilt the hull, wheelhouse and engines of old No. 9 work boat and TSD personnel who gave us great assistance with technical data."

When asked to see the plans by a visitor inspecting the craft, Mr. Garig pointed to a bulkhead and quipped, "They're right here,

only they're all covered up now." Further explanation revealed that he had chalked his plans on bulkheads during actual construction but the sketches of engine assembly, pipe sections, starter switches, turret design and many other details had disappeared quickly under the painter's brush of marine grey.

"They were handy instructions," commented one of the Marine crew who had worked on the boat. "All you had to do was look over your shoulder at the bulkhead nearest the work being done and there were all the plans drawn by Mr. Garig."

"Besides," he smiled, as the harbor winds whipped his brown coveralls, "there never was any fear of the plans blowing into the water."

The 40-foot craft is a combination fire boat and work boat. The hull was salvaged from old No. 9 work boat and was reinforced to handle the fire equipment. At a tremendous savings to Lago, practically all the pumps, engines, turrets, pipe lines and connections were constructed from salvaged materials. The fire engine is from an old launch and the main Caterpillar diesel, rebuilt by garage mechanics, is the work boat's original engine. The propulsion engine, moved backward some 18 inches, puts out 115 horsepower. A 62-horsepower diesel fire engine drives the pumps that propel water and foam through the fire hoses and turret nozzles. This engine can be controlled from the turret well.

The bow has the well that houses the two turrets. When not in use as a fire boat, the turrets are removed, plates placed over the well and the vessel made ready as a work boat. Conversion back to a fire boat is speedy. It can be at the scene of any harbor fire in just seven minutes.

With a draft of just 3½ feet, the boat can travel almost any place in the harbor. Its three rudders give the craft exceptional maneuverability. It is possible to turn the boat practically on its axis by the force of the fire hoses on the water. Its hoses can shoot foam or salt water more than 50 feet from the turret well. From two 250-gallon tanks located amidships, foam is directed to the turret through an eductor system, the only special equipment that had to be purchased.

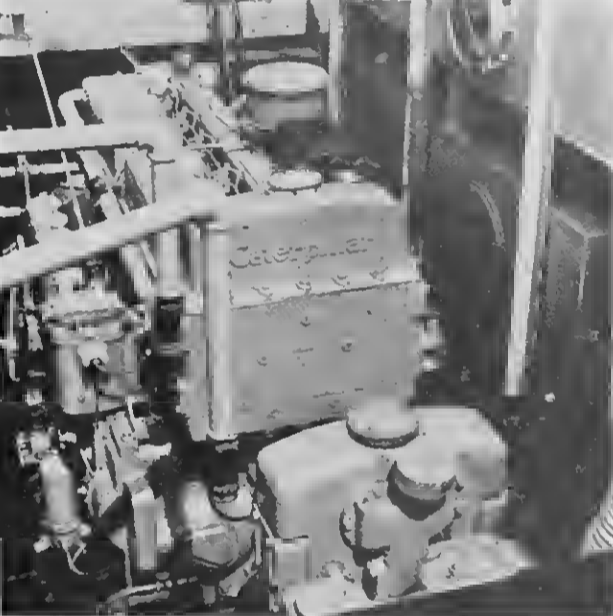
Considered Gas Turbines

The entire project cost approximately \$15,500 in the water and ready to go. Two new gas turbine engines alone would have cost \$18,000 and special, costly alterations would have been necessary on the bulkheads. The overhauled engines Mr. Garig utilized nearly match the performance of gas turbines and otherwise might have been sold for scrap or cannibalized for parts. The virtue of the Caterpillar diesels, Mr. Garig points out, is that they can be run for 10,000 hours without a major overhaul. Gas turbines must undergo checks every 300 hours of operation.



THE RANGE of the two turret nozzles on the Marine Department's new No. 9 fire boat is a healthy 75 feet with salt water and over 50 feet with foam. A pressure of 100 pounds is delivered by the boat's fire pump engine which was salvaged from an old launch and rebuilt by Mechanical Department personnel.

E ALCANCE di e dos pijnan di torre ariba e boto di candela nobo No. 9 di Departamento di Marina ta un hon 75 pia cu awa salo y mas di 50 pia cu fomat. Un presion di 100 liber ta worde mandá door di e pomp di candela cual a worde recuperá for di un lancha bieuw y recondicioná door di personal di Mechanical Department.



WORK HORSE of the fire boat is this 115-horsepower Caterpillar diesel engine which was the original engine of the old No. 9 work boat.

CABAI DI trabao di e boto di candela ta e Motor Diesel Caterpillar di 115 fuerza di cabai cual tabata e motor original di e boto di trabao bieuw No. 9.



CREW MEMBERS put the new craft through its paces as they approach a dock under full power with turrets throwing salt water under full pressure. The low-built turrets are excellent for fighting fires under the docks.

TRIPULANTENAN TA pone e boto nobo bao prueba mientras nan ta acerca un dock bao fuerza completo cu e torrenan mandando awa salo hao full presion. E torrenan construí aha ta excelente pa combati candela bao docknan.



AT ACCEPTANCE trials held earlier this year, members of Management inspected the new No. 9 fire boat and boarded her for trial runs. Built entirely from salvageable materials, the fire boat was constructed at a cost less than the \$18,000 fee for two gas turbines alone which were originally planned for the craft. The entire project was the brain-child of Howard Garig, head of the Floating Equipment Division of the Marine Department.

NA PRUEBANAN di aceptacion tempran e anja aki, miembronan di Directiva a inspecta e boto di candela nobo No. 9 y a bai abordo pa maniobras di prueba. E boto, cual ta trahá completamente for di material restante, a costa menos di e prijs di \$18,000 pa dos turbina di gas sol cu originalmente a worde planeá pa e hoto-henter e proyecto tabata e idea di Howard Garig, jefe di Division di Equipo Flotante di Departamento di Marina.



BUSINESS END of the fire boat is the bow with its turret well and two nozzles. Fire pump pressure can be controlled from the turret well as can the selection of foam or salt water. An eductor system produces foam.

LUGAR DI trahao di e hoto di candela ta e proa cu su torre y poos cu straalpijp. Presion di e pomp di candela por worde controla for di e poos di torre y tambe e seleccion di fomat of awa salo. Un sistema eductora ta produci fomat.

uerzonan di Cooperacion

oto cu Brandspuit Agrega Na Flota

si-me di e calor tostador y nubianan surgien-
huma sofocador, e combatidornan di candela
ago valientemente a bringa pa controla e
ela cu tabata encerra Gasoline Dock 1 ariba
rdia di Jan. 13, 1955.

spues di un batalla di tres ora, e vlamnan
ndo halto den cielo al fin a keda controlá.
omberonan a logra di limita e candela des-
ivo na e localidad inmediata; pero e candela,
ficá pa toneladas di combustible volátil, a
di raza e dock y causa danjo serio na SS
mersborg.

candela aki causando mitar millon florin di
o a trece e realizacion cu Lago mcster di un
di poco haltura cu brandspuit cu ta facil pa
ha pa por acercá rapidamente y eficiente-
e cu e aparatonan di paga candela bao di e
nan. Mientras e torres ariba e dos remolca-
an ta sumamente eficiente pa combati can-
na haltura di bapornan, nan no por paga
rialnan cu ta kima bao di docknan of worde
pa suprimi nan cu fomat.

idea pa traha un boto speeial cu brandspuit
i di Howard Garig, hefe di Division di Equipo
ante di Departamento di Marina. Realizando
sto indeseabel pa un boto cu brandspuit no-
Sr. Garig a decidi pa traha uno di material-
restante y pa laga e plannan desarrolla mien-
construccion ta progresa.

fenter e esfuerzo pa traha e boto cu brand-
No. 9 a demonstra e mehor cooperacion en-
departamentonan di Lago," el a bisa. "Aun-
e trahadornan di Departamento di Marina a
tur cos hunto, tabata empleadonan di Mecha-
kende a reconstrui e curpa y timonera di e
di trabao No. 9 y personal di TSD a duna
hopi asistencia cu informacion technico."

Ningun ora di ingeniero pa traha blueprint a
worde utilizá ariba e proyecto. Sr. Garig a haci
tur esey su mes. Ora el a worde puntrá pa mira e
plannan door di un visitante inspectando e boto,
Sr. Garig a muntra na un particion den e boto y
a bisa: "Nan t'aki mes, solamente nan tur ta cu-
bri awor." Mas splicacion a revclá cu el a sketch
e plannan cu krijt ariba e particionnan durante
construccion, pero e sketch-nan di instalacion di
motor, tuberia, switch di starter, deseño di torre
y hopi detalles mas pronto a desaparece bao verf
marina shinishi di e kwashi di e verfdó.

"Nan tabata instruccionnan facil pa leza, "un
di e tripulantenan di Marina kende a traha ariba
e boto a comenta. "Tur loke mester a haci tabata
mira over di bo shoulder pa e particion mas
acerca di e trabao cu bo ta haci y ey bo por a
haya tur e plannan pintá pa Sr. Garig."

"Ademas", el a bisa cu un sonrisa, mientras e
biento den haaf tabata bati su coverall bruin,
"nunca nos mester tabatin miedo cu e plannan lo
bula bai den awa."

E boto di 40-pia ta un combinacion di un boto
pa traha ariba y pa combati candela. E curpa ta-
bata recuperá for di e boto bieuw pa trabao No.
9 y esaki a keda reinforzá pa acomoda e equipo
di brandspuit. Treciendo economizacion tremendo
pa Lago, practicamente tur e pompnan, motor-
nan, torres, tuberia y conexiannan a worde trahá
for di materialnan restante. E motor pa e brand-
spuit ta for di un lancha bieuw y e motor diesel
bieuw, cu tabata reconstrui pa mecaniconan di
Garage, ta e motor original di e boto di trabao.
E motor mayor di propulsion, cual a worde mové
algun 18 inch mas patras, ta genera un forza di
115 fuerza di cabai. Un motor di diesel di 62-
fuerza di cabai pa brandspuit ta opera e pomp-
nan cu ta manda awa y fomat
door di e slagnan y tubo di man-
guera ariba e torrenan. E motor
aki por worde controlá for di e
seccion di torre.

E parti padilanti tin e seccion cu
ta acomodá e torrenan. Ora e boto
no ta worde usá pa combati candela,
e torrenan ta worde movi abao, y
platchi di hero ta worde poní ariba
e seccion ey y e boto ta cla pa worde
usá como un boto di trabao. Pa can-
bie'le back pa un boto pa combati
candela ta rapido. Den cinco minuut
el por ta na cualkier lugar den haaf
unda tin candela.

Hundura 3 1/2 Pia

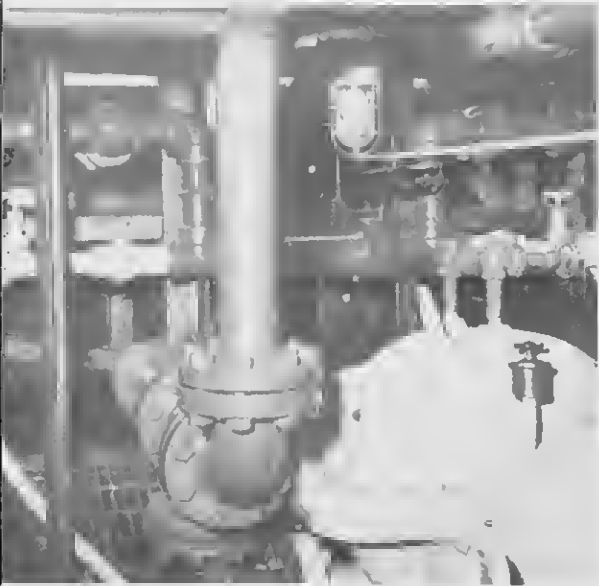
E boto cu tin solamente 3 1/2 pia di
hundura, por yega na casi tur lugar
den haaf. Su tres timonnan ta ha-
cie'le excepcionalmente facil pa haci
maniobras. Ta posible pa draai e bo-
to rond na un lugar door di e forza
di e slagnan di candela ariba e awa.
Su slagnan por spuit fomat of awa
salu mas di 50 pia halto for di e se-
cion di torre. For di dos tanki di 250
galon den centro, fomat por worde
dirigi door di un sistema di educion,
cual ta e unico equipo special
cu mester a order.

E boto completo ta costa mas o
(Continuacion na paginu 8)



HUNDREDS OF gallons of foam shoot out of the turrets in a scene that resembles combat action aboard a naval vessel. Fire-fighters can handle the turrets with ease and direct foam or water with high accuracy.

CIENTOS DI galon di fomat ta spuit for di e torrenan presentando un escena cu ta parece accion di combate ahordo di un bapor naval. Bomberonan por mancha e torrenan cu facilidad y dirigi fomat y awa cu un exactitud grandi.



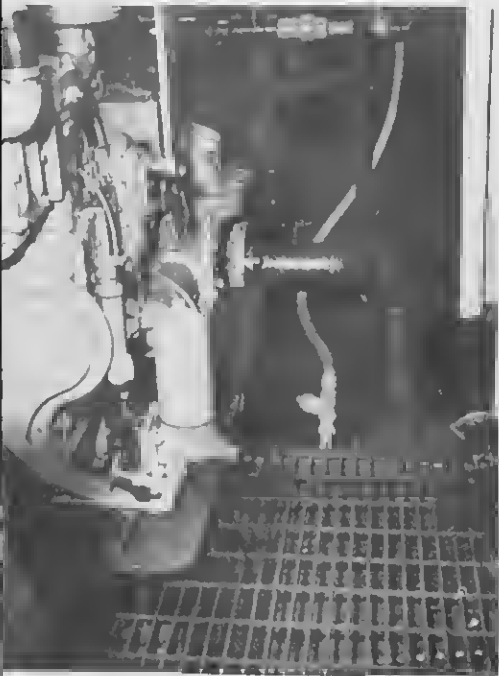
RE PUMP and eductor system, white connection in foreground, furnish salt water, foam or combination of both to the play pipes and foam nozzles.

ANDSPUIT Y sistema eductora, conexon blanco da patras, ta manda awa salo, fomat of un combinacion di tur dos pa e tubonan movible y slang di fomat.



BY FITTING this steel plate over the engine compartment, the fire boat can be quickly converted into a work boat when needed. The boat resulted from tremendous cooperation among Marine, TSD and Mechanical personnel.

DOOR DI instala e platchi di staal aki ariha e compartimento di motor, e boto di candela por worde rapidamente converti pa un boto di trabao ora ta necesario. E boto ta resultado di un tremendo cooperacion entre personal di Marina, TSD y Mechanical Dept.



DER THIS grating is a large sea chest in which the fire pump sucks salt water a short pump run. Such a run assures adequate suction for the pump.

DI e platchi aki tin un caha for di cual e pomp di candela ta chupa awa salo for di lancha ariha un distancia cortico. E distancia cortico aki ta duna aseguanza di succion adecuado pa e pomp.



EASY ACCESS to the boat's engines simplifies repairs. Howard Garig, Marine Department, center, explains the system to Bill Hochstuhel, Public Relations, left, and Captain Larson, port captain for Esso Shipping.

ACESO FACIL pa e motornan di e boto ta simplifica reparacion. Howard Garig, Departamento di Marina, den centro, ta splica e sistema na Bill Hochstuhel, di Relaciones Publico, banda robes, y Captain Larson, captan di porta pa Esso Shipping.



THE EASE of converting the fire boat into a work boat is detailed by Mr. Garig, center, to the two visitors. The turret equipment, foreground, was fabricated in the Machine Shop from Mr. Garig's plans. Both salt water play pipes or foam nozzles can be fitted to the turrets.

E FACILIDAD pa converti e boto di candela pa un boto di trabao ta worde splicá en detalle pa Sr. Garig, centro, na e dos visitantenan. E equipo di torre, padilanti, tabata fabricá den machine shop segun plannan di Sr. Garig. E tubo di awa salo movible y tambe slang di fomat por worde conectá na e torrenan.



SKIPPER OF the SS Sangamon, which was converted into a baby flat-top in World War II, is Commandante Primo Altea. The Sangamon, now on the lake run, formerly was the Esso Trenton.

CAPTAN DI SS Sangamon, cu tabata converti pa un portavion chikito den Segundo Guerra Mundial, ta Comandante Primo Altea. E tanquero Sangamon anteriormente tabata e tanquero Esso Trenton.

Aircraft Carrier Once Esso Tanker

Esso Trenton Converted To Famous Baby Flat-top

Pocketed by thick bursts of flak and streams of tracer bullets, the Japanese kamikaze pilot pointed the nose of his obsolete bomber at the short, flat deck of the baby flat-top and offered a final prayer to his emperor. His aim was true. Ironically, he escaped the murderous flak only to be blown to bits as his aircraft crashed through the deck of the USS Sangamon. This direct hit by a Jap suicide plane on May 4, 1945, off Okinawa, signaled the end of the war for this unusual fighting escort carrier—a ship that began its career as an Esso oil tanker.

The USS Sangamon was converted into an escort carrier from the Esso Trenton, a high speed tanker built in Kearny, N. J., in December, 1939. The ninth of 12 National Defense Features tankers to be launched, the Esso Trenton was the second high speed vessel to be delivered to the Standard Oil Company of New Jersey for operation until such time as the U. S. Government might require her services in the national emergency.

Delivered To Navy In 1940

After completing 21 voyages for the company, including one to Aruba, the Esso Trenton was commissioned by the U. S. Navy on Oct. 22, 1940. For a short time she served as a Navy oiler before being fitted into the fighting dress of a baby flat-top.

A U. S. Navy subsidy added several superior features to the Esso Trenton not ordinarily found on tankers. These included twin screws, a bulbous-type bow and four boilers capable of 450 pounds per square inch pressure.

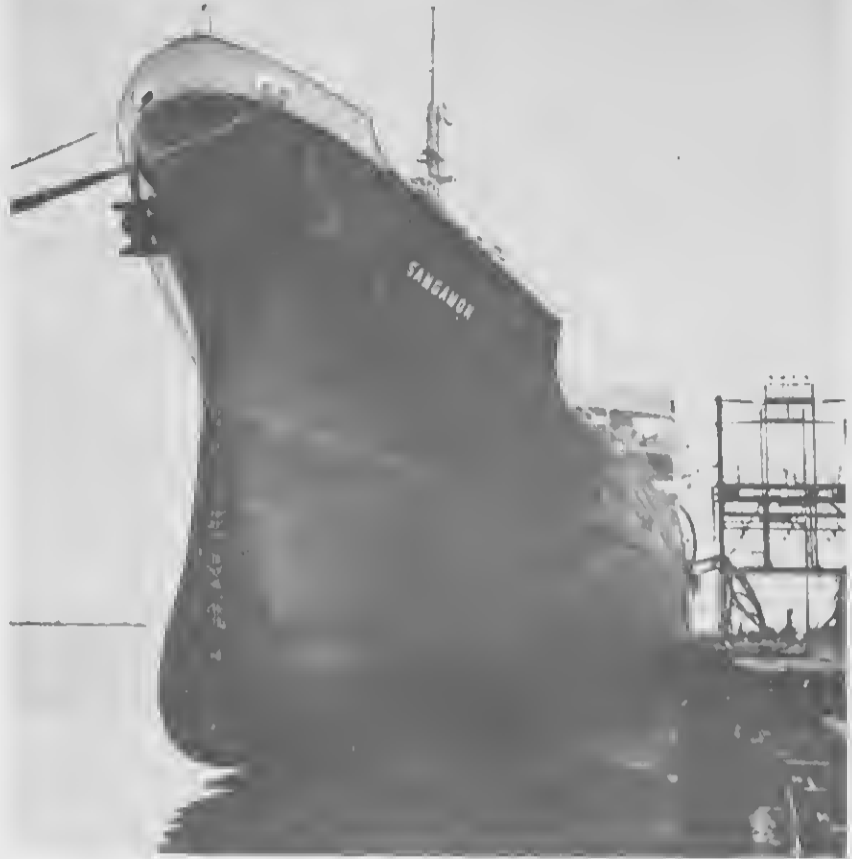
Her bulbous-type bow, usually limited to war ships and passenger liners, was designed strictly for speed. Her speed of 21 knots was five knots faster than ordinary tankers. Briefly, the bulbous-type bow assumes the same physical properties of the leading edge of an airplane wing. On a ship the water is thrown around the bow by the bulbous design, thus reducing friction. Water clings to the knife-like bow of a standard tanker, creating friction.

The Sangamon's World War II fame spread from her heroic action in the Gilberts, Marshalls, Marianas, Leyte and, finally, Okinawa. The Presidential Unit Citation she received reads in part: "Citation: For extraordinary heroism in action against enemy forces in the air, ashore and afloat. The first escort carrier to prove the feasibility of complete night air group operations, the USS Sangamon and her attached air groups struck with sustained fury at hostile warships, airborne and grounded planes and shore installations and remained on station to provide air support for ground operations. In the historic battle of Leyte Gulf, these gallant officers and men aided substantially in turning back a large force of Japanese capital ships with heavy damage inflicted on the enemy. Her outstanding record is evidence of the Sangamon's fighting spirit and of the gallantry and skill of her officers and men which enhance the finest traditions of the United States Naval Service."

Final Chapter To Be Written

The final chapter in the Sangamon story is yet to be written. She still serves Jersey Standard, though indirectly, by hauling crude to Lago from the Lake Maracaibo fields. After the war, her hull was sold as surplus to the Maritime Transportation Co., which is currently chartering her to another oil company. Running under the Panamanian flag, the SS Sangamon is manned by an Italian crew of 55 and is under the command of Commandante Primo Altea. Slightly larger than the old T-2's, she is 553-feet long, 75-feet wide and has a draft of 31 feet. Her original oil carrying capacity was 146,024 barrels. The SS Sangamon is a familiar sight in San Nicholas Harbor.

During her Esso service, the Esso Trenton was commanded by Captains Harry Stremmel and Patrick S. Mahony. She carried three million barrels of oil during her ten months of operation by the company.



RIDING HIGH in the water with empty tanks, the Sangamon shows off her hulbous-type bow which helps her attain a speed of 21 knots. This speed was well utilized when she was a U. S. Navy escort-type aircraft carrier during World War II.

NABEGANDO HALTO ariba awa cu tankinan hashi, tanquero Sangamon ta gaha cu su proa tipo hombilla cual ta yudele atene un velocidad di 21 milla. E velocidad aki tabata bon utilizá tempo cu el tabata den Marina Estados Unidense como un portavion di escorte durante Segundo Guerra Mundial.

Esso Trenton Covertí pa Un Portavion Renombrá

Encerrá pa un yobida di bala for di cayon anti-areo y carredas di bala trazador, e piloto di e avion Japonés Kamikaze a dirigi nanishi di su avion bombardero bieuw pa e deck plat y cortico di e portavion chikito y a ofrece un ultimo oracion na su Emperador. Su punteria tabata bon. Ironicamente, el a scapa e tironan anti-areo desastroso solamente pa e worde bulá na pida-pida mientras su avion a penetra e dek di USS Sangamon.

Cu un subsidio aki door di un avion suicidio Japonés ariba Mei 4, 1945, na altura di Okinawa, a nifica fin di guerra pa e portavion di escorte strango aki—e tabata un bapor cu a principiá su carera como un tanquero di Esso.

E bapor USS Sangamon tabata converti pa un portavion di escorte for di e Esso Trenton, un tanquero di alta velocidad trahá na Kearny, N. J. na December 1939. Siendo di nuebe di e 12 tanqueronan di e Tiponan pa Defensa Nacional, Esso Trenton tabata e segundo bapor di alta velocidad pa worde entregá na Standard Oil Co. di New Jersey pa operacion te tal ora cu Gobierno di Estados Unidos lo tin mester su servicio den emergencia nacional.

Pa Marina 1940

Despues di a completa 21 viahe pa compania, incluyendo uno pa Aruba, Esso Trenton a worde comisioná pa Marina di Estados Unidos dia 22 di Oct. 1940. Pa un corto periodo el a sirbi como un tanquero di Marina promer cu el a worde duná e bisti di batalle di un portavion chikito.

Cu un subsidio di Marina varios piezanan superior a worde agregá na Esso Trenton cual ordinariamente no ta worde hayá ariba tanqueronan. Esakinan tabata inclui dobbel propeller, un proa di tipo rond manera bombilla y cuatro stoomketel cu capacidad pa duna 450 liber di presion pa inch cuadrá.

Su proa tipo di bombilla, generalmente limitá pa bapornan di guerra

y di pasahero, tabata deseñá estrictamente pa velocidad. Su velocidad di 21 milla tabata cinco milla mas rapido cu tanqueronan ordinario. En corto, e proa tipo bombilla ta asumi e mes calidadnan fisico cu e kanto principal di hala di un avion. Ariba un bapor e awa ta worde bentá na banda di e proa pa e deseño pareciendo un bombilla, cual ta reduci fricción. Awa ta pega na un proa cu punta skerpi manera di un tanquero normal, locual ta causa fricción.

Bapor Heroico

E fama di Sangamon durante Segundo Guerra Mundial a plama for di su accion heroico na islanan Gilberts, Marshalls, Marianas, Leyte y finalmente Okinawa. E Citation Presidencial cu el a ricibi en parte tabata bisa: "Citation: Pa heroismo extraordinario den accion contra fuerzan enemigo den aire, na tera y ariba lama. Siendo e promer portavion di escorte cu a proba posibilidad di completo operacionnan en grupo durante anochi, USS Sangamon y su gruponan area ariba dje a haci ataca cu continuo furiosidad ariba bapornan di guerra, avionnan den aire y na tera y instalacionnan na tera di enemigo y a keda na su puesto pa duna asistencia area pa operacionnan ariba tera. Den e batalle historico den Golfo di Leyte, e oficialnan y tripulante galante a yuda potencialmente pa rechaza un fuerza grandi di bapornan grandi Japonés causando danjo serio na enemigo. Su record sobresaliente ta

(Continua na pagina 7)



Here is the USS Sangamon, once a tanker, in full fighting trim. E COPIA aki di un portret ta munstra Sangamon den completo decoracion.



CONVERTED BACK into an oil tanker, the Sangamon's decks no longer echo the roar of airplane engines or the staccato of ack-ack fire. The former Esso tanker was purchased by the Maritime Transportation Co after the war.

CONVERTI ATROBE pa un tanquero petrolero, SS Sangamon su decknan no ta manda echo mas di e horoto di motornan di avionnan di e rapido di cayonnan anti-areo. E tanquero anterior di Esso a worde cumprá door di Maritime Transportation Co. despues di guerra.



IN OCTOBER, 1940, the Esso Trenton became Navy Oiler USS Sangamon. She stepped out as a baby flat-top in August, 1942.

NA OCTOBER 1940 Esso Trenton a hira un Tanquero Marina USS Sangamon. Na Augustus 1942 el a aparece como un portavion chikito.

Eleccion pa Junta di Sport Park Fihá Pa Oct. 28 - 29

Cinco puesto den Junta di Sport Park lo worde yena den un eleccion cu lo worde teni Oct. 28 - 29. Constituyentenan lo tin un lista di 10 candidato for di cual nan por eligi cinco miembro nobo di Junta.

En adiccion, empleadonan no selectá door di comité nominativo por larga nan nomber worde poni ariba e papel di vota door di pasa rond cu un formulario di peticion pa haya e 100 firmanan cu ta requeri.

E comité nominativo a cuminsa traha ayera den selectamento di 10 candidato. E seleccion aki mester worde completa pa Sept. 19. E periodo pa circula peticion na di Sept. 29 te Oct. 4.

E cinco-nan cu lo worde eligi den Junta di Sport Park lo yena e vacaturanan di e siguiente miembronan, kende nan termino ta yega: D. Tromp, A. W. Brokke, J. La Cruz, C. T. O. Nicholas y H. Figuerio. Miembronan den Junta kende tin un anja mas pa keda ta: R. Q. Kemp, J. Briezen, M. Reyes, J. Kock y R. E. A. Martin.

Don Bosco A's Win YMCA World Series

Undisputed champs of the YMCA Softball League are the Don Bosco A's who trounced the Three Stone Jrs. the first two games in a three-game World Series.

Pennant winner of the Caribbean League with a 6-0 record, the Don Bosco A's took the first game, played in the Lago Sport Park on Sept. 5, from the Three Stone Jrs., National League champs, with a score of 2-0. Repeating their performance the following day, the Don Bosco A's squeezed out a 6-5 victory in the extra-inning game.

The A's two runs in the first game came in the first and sixth innings. Eleven Don Bosco A's reached first base while the Three Stone Jrs. managed to get only six team mates safe on first. R. Gibbs was the winning pitcher and C. Willems the losing pitcher. The champs had 2 runs, 12 hits and one error. Three Stone Jrs. scored no runs, 6 hits and 3 errors.

The first inning of the second game was a slugfest with the A's getting four runs and the Jrs. three. The A's returned in the second inning to score a single run and the Jrs. retaliated with two runs, tying the score 5-5. No runs were scored until the extra-inning eighth when the A's broke the tie with a run and then retired the Jrs. to win the ball game and the World Series title. Winning pitcher was again R. Gibbs and the loss was charged to C. Willems. The A's had 6 runs, 11 hits and no errors. The Jrs. scored 5 runs, 14 hits and no errors.

Fecha Final pa Kerstboom Oct. 4

Un recordatorio e fecha final pa order Kerstboom ta Oct. 4. Empleadonan por pone un order door di firma un formulario pa deducion for di payroll na Comisario den Colony y den Planta promer cu e fecha final. Door di firma e formulario, e empleado ta combiná pa accepta un kerstboom na e prijs detaya prevaleciente. Cancelacion di order lo no worde acceptá despues di Nov. 1.

Woody Herman Band To Be Here Oct. 20

The world-famous Woody Herman orchestra is scheduled to appear at the Lago Sport Park on Oct. 20.

The Herman band is touring Latin America through the sponsorship of the United States State Department. The Sport Park Board has announced that there will be a nominal admission fee for the attraction.



SHELL GOLFERS from Curacao were on the losing end of a 34-20 score as a result of their two-day match with the Aruba Golf Club. The visiting golfers were topped by the Lago team in the foursome play on Saturday, Aug. 23 by a score of 11-7. Twosomes were played the following day on the Aruba Golf Club course and the home team again emerged victorious with a 23-12 score.

HUNGADORNAN Di golf di Shell na Curacao tabata na e banda perdiendo cu un score di 34-20 como resultado di nan competicion di dos dia cu Aruba Golf Club. E hungadornan di Golf visitante a worde vencí pa e team di Lago den e wegá di cuatro persona ariba Diasabra Aug. 23 cu un score di 11-7. Wegá di dos hungador a worde hungá e siguiente dia ariba Aruba Golf Club su veld y e team di Aruba atrobe a sali victorioso.

NEW ARRIVALS

August 21
HAGER, William M. - TSD Process: A son, William Stuart
LOPEZ, Facundo - C&LE: A son, Facundo Marion Fremiel
BRANIL, Hubert O. - Utilities: A daughter, Evelyn Lorette
WERLEMAN, Antonio - Rec. & Ship: A daughter, Maria Antonieta de Lourdes
THLISEN, Juan B. - LOF: A son, Leon Maximo
RAS, Roque - Cracking: A daughter, Rufina Altigracia

August 22
EVERTSZ, Humberto V. - Esso D. Hall: A daughter, Margarita Maria

August 23
GREEN, Sydney B. - Esso D. Hall: A son, Rawle Enrique
SOLOGNIER, Francisco - LOF: A son, Oscar Anthony
LAKE, Daniel C. - Mech. Carpenter: A daughter, Arlene Cheryl

August 24
CANNegiETER, William D. - Machinist: A son, Luis Rodolfo
ANJIE, Luis S. F. - Mech. Pipe: A son, Carol Joseph

August 25
ARLINDS, Venancio - Rec. & Ship: A son, Roberto Venancio
LUYDENS, Estanislao T. - TSD Lab: A daughter, Ingrid Astrid
SEMELEER, Jose F. - Mech. Pipe: A son, Rufino Octavio

August 26
VROELIK, Rufolfo I. - Storehouse: A daughter, Sonia Imelda
LEVEROCK, Hubert L. - Cracking: A daughter, Kathleen Louise

August 27
VIEIRA, Emanuel S. - Storehouse: A daughter, Cyd Carol

August 29
SIEM, Jacques R. - C&LE: A son, Jules Cornelis Henri
JAVINE, Roy - Ind. Rel.: A son, Randall Dean

August 30
GEERMAN, Bruno - Electrical: A son,

Rosario Luis
August 31
FELICIANA, Maximo - Instrument: A daughter, Shirley Lourdes
EVERON, Pedro - Mech. Welding: A daughter

September 1
DIRKSZ, Ricardo - TSD Lab 1: A daughter, Egidia Victoria

Fishing Contest

(Continued from page 2)

ave bringing boats should give the bureau the name and length of their boats and the type fuel used so that measures can be taken to ensure sufficient fuel supplies at Bonaire.

Considered one of the most excellent fishing spots in the Caribbean, Bonaire is expected to attract many sportsmen to the tournament. K.L.M. maintains daily flights to the island from Aruba via Curacao. Applications for the tournament must be forwarded to the Netherlands Antilles Tourist Bureau before Oct. 1. Included with the application must be a check for meals and lodging. These blanks can be obtained from Nick Ecury, TSD-U.E.G., telephone 3336.

Employees who wish to participate in this contest may request time off and the rules of attendance at athletic events will govern.



ACCOMPANIED BY his wife and brother, J. R. Schwengle, General Services Department, was honored with a retirement luncheon on Aug. 29. Mr. Schwengle retired Sept. 1 after 32½ years service. Seated, l. to r., are Mrs. Schwengle, Mr. Schwengle, V. C. Fuller, R. A. van Blaricum, S. Schwengle and H. P. Smith.

ACOMPANJA pa su esposa y ruman, J. R. Schwengle, di General Services Department, a worde honrá cu un comida Aug. 29 promer di hai cu pension. Sr. Schwengle a hai cu pension Sept. 1 despues di 32½ anja di servicio. Sintá, robez pa drechi, nos ta mira Sra. Schwengle, Sr. Schwengle, V. C. Fuller, R. A. van Blaricum, S. Schwengle y H. P. Smith.

Annual Cricket Match Again Declared Draw

Repeating last year's results, the annual Dutch-British cricket match ended in a draw the British scoring 176 for nine wickets and the Dutch, 150 for six wickets.

Played in commemoration of Princess Wilhelmina's birthday on Aug. 31, the game attracted an enthusiastic crowd of spectators to the Lago Sport Park. The Lago trophy must still be contested for since neither team has won two matches.

Brandspuit

(Continued from page 5)

menos \$15,500 — den awa y cla pa uso. E motornan di turbina di gas solamente caba lo a costa \$18,000 y cambianan special y costoso lo mester a worde haci ariba e partionnan. E motornan recondicioná cu Sr. Garig a utiliza ta traha casi mescos cu e turbinanan di gas y en otro caso, nan lo a worde bendi como hero bieuw of lo a worde desmontá pa haya parti. E valor di e dieselnan Caterpillar, Sr. Garig ta muntra, ta cu nan por worde usá pa 10,000 ora sin ningun recondicionamento grandi. Turbina di gas mester haya un checkmento cada 300 ora di operacion.

Airlines to Have 483 Jets In Service in Five Years

As the "jet age" draws nearer, world airlines are ordering more of the big turbine planes and are preparing to take first deliveries late this year, in 1959 and in 1960. At the same time they have added new long-range piston planes to their fleets, are adding more this year for the interim period before the big jets take over many of the world's major long-range air routes. The airlines have begun to commit themselves too on the short-to-medium haul jet of the future and have ordered more medium-and long-haul turboprops for the years just ahead.

A survey of commercial airline orders for new transports included in the current issue of ESSO AIR WORLD, publication of the Esso international aviation petroleum service group, shows that international and domestic airlines ordered nearly 1500 aircraft for delivery during 1957 through 1963. Some 300 additional aircraft have been ordered since the last ESSO AIR WORLD survey was made in June 1957. Financial commitment for all aircraft on order and delivered during 1957 comes to more than 5,060 million dollars, the largest share being a total investment of \$2,380 millions U.S. in pure jet transports.

Orders Start in 1955

Since orders were first placed for the big jets late in 1955, 31 airlines have signed for the Boeing 707 and the Douglas DC-8, 11 of them U. S. and 20 foreign. The Boeing order total now stands at 153, and Douglas is close behind with 141. A versatile British contender, the Vickers VC-10, said to be suitable for both medium and long hauls, made its appearance on the drawing boards and entered the competition in 1957 with a BOAC order for 35.

In the short-to-medium range category jet commitments increased from 89 orders by six airlines as of last June to 154 orders by 14 airlines as of May 1. Choices ranged from the shorter-haul French twin-jet Caravelle, through the Comet IV, the Convair 880 and Boeing's 720. A fifth short-haul three-engined jet made its appearance on the order books in recent weeks when BEA declared for the De Havilland 121. A similar aircraft - the Bristol 200 design - is being offered for airline consideration.

Orders for turboprop aircraft of all ranges - short, medium, and long - continued to mount to a total of 511, the ESSO AIR WORLD survey reveals. Three airlines took delivery of a total of 18 Bristol Britannias last year and 29 more will be added to the fleets of five customers this year. The Britannia began flying for BOAC early in 1957 and in its longer-range version entered ser-

vice across the Atlantic in December. The Lockheed Electra, America's comparable turbo-prop, forged ahead with total orders for 139 aircraft from 10 airlines, deliveries to begin in September this year. In service since 1954, the Vickers Viscount continued to be the favorite for short and medium routes with new orders and re-orders placed throughout the year. More than 90 were delivered in 1957 and about 120 — many of them longer-range models — were scheduled for delivery this year and in 1959. A prospect for orders from U. S. local airlines this year is still another Viscount model, a shorter range version for feeder services.

Piscamento

(Continued from page 1)

o: e Comité Organizador por trata di haya lugar pa piscadornan ariba botonan participante.

Costo di comidas y alojamiento pa e torneo di piscamento di tres dia ta Fls. 50. Alojamiento lo ta den Flamingo Beach Club of den hotel di gobierno. Piscadornan cu usa nan mes boto como dormitorio, lo paga solamente Fls. 30 pa comidas.

Piscadornan cu ta desea di worde asigná na un boto participante mester tuma contacto cu Oficina di Turista di Antillas, na Kerkstraat, Curacao. Esnan cu ta tres nan boto mester duna e Oficina e nomber y largura di nan boto y e clase di gasolin cu nan ta usa asina cu medidas por worde tumá pa por tin bastante cantidad di combustible na Bonaire.

Bonaire, cual ta worde considerá uno di e mas excelente lugarnan di pisca den Caribe, ta spera di atrae hopi piscadornan pa sport na Bonaire den e torneo aki. KLM ta mantene vuelonan diario pa e isla for di Aruba via Curacao. Aplicacion pa e torneo mester worde mandá pa e Oficina di Turista di Antillas promer cu Oct 1 Hunto cu e aplicacion mester tin un check pa comidas y alojamiento. E formularionan por worde obteni cerca Nicki Ecury, na TSD-UEG, telefon 3336.

Empleadonan cu ta desea di tuma parti den e concurso aki por pidi tempo liber y e reglanan pa atende eventonan atletico lo aplica.